

VandenBerghe, Alissa (Consultant)

From: Van Ness, Kristy (Consultant)
Sent: Friday, January 30, 2009 2:24 PM
To: White, John; Preedy, Matt; Greco, Theresa
Cc: Lenz, KaDeena (Consultant)
Subject: FW: Media Contact 1/30, Viaduct
Attachments: FW: AWW MEDIA: Env. questions re: bored tunnel, telephone interview requested.

I checked in with David Mattern last week prior to Matt's interview with a UW student, and he said the bored tunnel would be built to a 1,000 year earthquake standard. Attached is the verbiage that I worked on with Matt and David. Just want to make sure we're all on the same page!

From: Lenz, KaDeena (Consultant)
Sent: Friday, January 30, 2009 2:16 PM
To: WSDOT MediaContacts
Cc: Paananen, Ron; White, John; Preedy, Matt; Greco, Theresa; Brown, Lloyd; Tobin, Victoria; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant)
Subject: Media Contact 1/30, Viaduct

KOMO Radio

Travis Mayfield of KOMO Radio taped an interview with John White, Viaduct Program Director, on the safety of bored tunnels in an earthquake. Mayfield asked why tunnels are safer than viaducts. White explained that in an earthquake, waves amplify at the surface. This translates into sway for elevated structures. The bored tunnel that we are looking at for Seattle would be built in glacial soils and to a 2,500-year earthquake standard. In the event of an earthquake, the tunnel would move gently with the soil. He explained that tunnel experts agree that tunnels are a safer place to be in an earthquake than elevated structures. White went on to describe several bored tunnels that have been through earthquakes - BNSF and Mt. Baker tunnels in Seattle and BART in San Francisco - and opened shortly after with little to no damage. He also further described the 2,500-year earthquake and how that translates or doesn't translate to the Richter scale. It's not certain whether he'll run a story.